



General Assembly

February Session, 2006

***Raised Bill No. 582***

LCO No. 2817

\* \_\_\_\_\_SB00582TRAFIN031306\_\_\_\_\_\*

Referred to Committee on Transportation

Introduced by:  
(TRA)

***AN ACT AUTHORIZING BONDS OF THE STATE FOR INVESTING IN  
INTERMODAL TRANSPORTATION INFRASTRUCTURE.***

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1       Section 1. (*Effective July 1, 2006*) (a) For the purposes described in  
2       subsection (b) of this section, the State Bond Commission shall have  
3       the power, from time to time, to authorize the issuance of bonds of the  
4       state in one or more series and in principal amounts not exceeding in  
5       the aggregate fifty million dollars.

6       (b) The proceeds of the sale of said bonds, to the extent of the  
7       amount stated in subsection (a) of this section, shall be used by the  
8       Department of Transportation (1) to fund construction projects to  
9       improve the viability of railroad companies that move freight, and (2)  
10      for deposit in the Freight Rail Improvement Fund established in  
11      section 2 of this act.

12      (c) All provisions of section 3-20 of the general statutes, or the  
13      exercise of any right or power granted thereby, which are not  
14      inconsistent with the provisions of this section are hereby adopted and  
15      shall apply to all bonds authorized by the State Bond Commission

16 pursuant to this section, and temporary notes in anticipation of the  
 17 money to be derived from the sale of any such bonds so authorized  
 18 may be issued in accordance with said section 3-20 and from time to  
 19 time renewed. Such bonds shall mature at such time or times not  
 20 exceeding twenty years from their respective dates as may be provided  
 21 in or pursuant to the resolution or resolutions of the State Bond  
 22 Commission authorizing such bonds. None of said bonds shall be  
 23 authorized except upon a finding by the State Bond Commission that  
 24 there has been filed with it a request for such authorization which is  
 25 signed by or on behalf of the Secretary of the Office of Policy and  
 26 Management and states such terms and conditions as said commission,  
 27 in its discretion, may require. Said bonds issued pursuant to this  
 28 section shall be general obligations of the state and the full faith and  
 29 credit of the state of Connecticut are pledged for the payment of the  
 30 principal of and interest on said bonds as the same become due, and  
 31 accordingly and as part of the contract of the state with the holders of  
 32 said bonds, appropriation of all amounts necessary for punctual  
 33 payment of such principal and interest is hereby made, and the State  
 34 Treasurer shall pay such principal and interest as the same become  
 35 due.

36     Sec. 2. (NEW) (*Effective July 1, 2006*) There is established, within the  
 37 General Fund, a fund to be known as the "Freight Rail Improvement  
 38 Fund". The fund may contain any moneys required or permitted by  
 39 law to be deposited in the fund. The State Treasurer shall hold the  
 40 fund separate and apart from all other moneys, funds and accounts.  
 41 Investment earnings credited to the assets of said fund shall become  
 42 part of the assets of said funds. Any balance remaining in said fund at  
 43 the end of any fiscal year shall be carried forward in said fund for the  
 44 fiscal year next succeeding.

45     Sec. 3. (NEW) (*Effective July 1, 2006*) The Commissioner of Economic  
 46 and Community Development shall use the resources of the Freight  
 47 Rail Improvement Fund, established in section 2 of this act, to provide  
 48 financing for railroad companies that move freight to improve rail

49 lines and create new industrial zones.

50       Sec. 4. (*Effective July 1, 2006*) (a) For the purposes described in  
 51 subsection (b) of this section, the State Bond Commission shall have  
 52 the power, from time to time, to authorize the issuance of bonds of the  
 53 state in one or more series and in principal amounts not exceeding in  
 54 the aggregate fifty million dollars.

55       (b) The proceeds of the sale of said bonds, to the extent of the  
 56 amount stated in subsection (a) of this section, shall be used by the  
 57 Department of Economic and Community Development for the  
 58 purpose of helping businesses improve their use of railways that move  
 59 freight.

60       (c) All provisions of section 3-20 of the general statutes, or the  
 61 exercise of any right or power granted thereby, which are not  
 62 inconsistent with the provisions of this section are hereby adopted and  
 63 shall apply to all bonds authorized by the State Bond Commission  
 64 pursuant to this section, and temporary notes in anticipation of the  
 65 money to be derived from the sale of any such bonds so authorized  
 66 may be issued in accordance with said section 3-20 and from time to  
 67 time renewed. Such bonds shall mature at such time or times not  
 68 exceeding twenty years from their respective dates as may be provided  
 69 in or pursuant to the resolution or resolutions of the State Bond  
 70 Commission authorizing such bonds. None of said bonds shall be  
 71 authorized except upon a finding by the State Bond Commission that  
 72 there has been filed with it a request for such authorization which is  
 73 signed by or on behalf of the Secretary of the Office of Policy and  
 74 Management and states such terms and conditions as said commission,  
 75 in its discretion, may require. Said bonds issued pursuant to this  
 76 section shall be general obligations of the state and the full faith and  
 77 credit of the state of Connecticut are pledged for the payment of the  
 78 principal of and interest on said bonds as the same become due, and  
 79 accordingly and as part of the contract of the state with the holders of  
 80 said bonds, appropriation of all amounts necessary for punctual  
 81 payment of such principal and interest is hereby made, and the State

82 Treasurer shall pay such principal and interest as the same become  
83 due.

84 Sec. 5. (*Effective July 1, 2006*) (a) For the purposes described in  
85 subsection (b) of this section, the State Bond Commission shall have  
86 the power, from time to time, to authorize the issuance of bonds of the  
87 state in one or more series and in principal amounts not exceeding in  
88 the aggregate twenty million dollars.

89 (b) The proceeds of the sale of said bonds, to the extent of the  
90 amount stated in subsection (a) of this section, shall be used by the  
91 Department of Transportation for the purpose of building a freight  
92 terminal at Bradley International Airport.

93 (c) All provisions of section 3-20 of the general statutes, or the  
94 exercise of any right or power granted thereby, which are not  
95 inconsistent with the provisions of this section are hereby adopted and  
96 shall apply to all bonds authorized by the State Bond Commission  
97 pursuant to this section, and temporary notes in anticipation of the  
98 money to be derived from the sale of any such bonds so authorized  
99 may be issued in accordance with said section 3-20 and from time to  
100 time renewed. Such bonds shall mature at such time or times not  
101 exceeding twenty years from their respective dates as may be provided  
102 in or pursuant to the resolution or resolutions of the State Bond  
103 Commission authorizing such bonds. None of said bonds shall be  
104 authorized except upon a finding by the State Bond Commission that  
105 there has been filed with it a request for such authorization which is  
106 signed by or on behalf of the Secretary of the Office of Policy and  
107 Management and states such terms and conditions as said commission,  
108 in its discretion, may require. Said bonds issued pursuant to this  
109 section shall be general obligations of the state and the full faith and  
110 credit of the state of Connecticut are pledged for the payment of the  
111 principal of and interest on said bonds as the same become due, and  
112 accordingly and as part of the contract of the state with the holders of  
113 said bonds, appropriation of all amounts necessary for punctual  
114 payment of such principal and interest is hereby made, and the State

115 Treasurer shall pay such principal and interest as the same become  
116 due.

117       Sec. 6. (*Effective July 1, 2006*) (a) For the purposes described in  
118 subsection (b) of this section, the State Bond Commission shall have  
119 the power, from time to time, to authorize the issuance of bonds of the  
120 state in one or more series and in principal amounts not exceeding in  
121 the aggregate one hundred twenty million dollars.

122       (b) The proceeds of the sale of said bonds, to the extent of the  
123 amount stated in subsection (a) of this section, shall be used by the  
124 Department of Transportation for the purpose of payment of  
125 transportation costs with respect to the following projects of the  
126 Transportation Strategy Board pursuant to section 13b-57h of the  
127 general statutes, as amended by this act:

128       (1) Facilitate the use of the Long Island Sound Waterway for  
129 passenger and freight movement, pursuant to subparagraph (C) of  
130 subdivision (1) of subsection (b) of section 13b-57h of the general  
131 statutes, as amended by this act; and

132       (2) Establish rail freight service with connections to the ports of New  
133 London, Bridgeport and New Haven, pursuant to subparagraph (A) of  
134 subdivision (4) of subsection (b) of section 13b-57h of the general  
135 statutes, as amended by this act.

136       (c) All provisions of section 3-20 of the general statutes, or the  
137 exercise of any right or power granted thereby, which are not  
138 inconsistent with the provisions of this section are hereby adopted and  
139 shall apply to all bonds authorized by the State Bond Commission  
140 pursuant to this section, and temporary notes in anticipation of the  
141 money to be derived from the sale of any such bonds so authorized  
142 may be issued in accordance with said section 3-20 and from time to  
143 time renewed. Such bonds shall mature at such time or times not  
144 exceeding twenty years from their respective dates as may be provided  
145 in or pursuant to the resolution or resolutions of the State Bond

146 Commission authorizing such bonds. None of said bonds shall be  
 147 authorized except upon a finding by the State Bond Commission that  
 148 there has been filed with it a request for such authorization which is  
 149 signed by or on behalf of the Secretary of the Office of Policy and  
 150 Management and states such terms and conditions as said commission,  
 151 in its discretion, may require. Said bonds issued pursuant to this  
 152 section shall be general obligations of the state and the full faith and  
 153 credit of the state of Connecticut are pledged for the payment of the  
 154 principal of and interest on said bonds as the same become due, and  
 155 accordingly and as part of the contract of the state with the holders of  
 156 said bonds, appropriation of all amounts necessary for punctual  
 157 payment of such principal and interest is hereby made, and the State  
 158 Treasurer shall pay such principal and interest as the same become  
 159 due.

160 Sec. 7. Section 13b-57h of the general statutes is repealed and the  
 161 following is substituted in lieu thereof (*Effective July 1, 2006*):

162 (a) The General Assembly approves the principles set forth in  
 163 section I of the report specified in subdivision (4) of subsection (a) of  
 164 section 13b-57d, provided no funds from the Transportation Strategy  
 165 Board projects account, established under section 13b-57r, as amended,  
 166 shall be authorized for any transportation project except those  
 167 specified in subsection (b) of this section, provided nothing in this  
 168 subsection shall preclude any TSB project from being funded, in whole  
 169 or in part, by other state or federal funds. Funds authorized for any  
 170 TSB project shall be used only for said project. TSB projects shall be  
 171 funded from funds authorized for the Transportation Strategy Board  
 172 only to the extent such funding is not provided from other funds in the  
 173 Special Transportation Fund or the Infrastructure Improvement Fund  
 174 created by the senior indenture for special tax obligation bonds.

175 (b) The following TSB projects shall be completed:

176 (1) In the Coastal Corridor TIA, as defined in section 13b-57d:

177 (A) Acquire rolling rail stock, as deemed appropriate by the board,  
178 sufficient to add no fewer than two thousand seats for the Metro  
179 North-New Haven Line for use in both interstate and intrastate  
180 service. All payments received by the state pursuant to any agreement  
181 entered into in accordance with subsection (h) of section 13b-34, as  
182 amended, involving rolling rail stock used on the Metro North-New  
183 Haven Line shall be used exclusively for refurbishing rolling rail stock  
184 on and other capital improvements to the Metro North-New Haven  
185 Line;

186 (B) Construct or expand stations at Bridgeport, New Haven and  
187 Stamford that can accommodate rail service and one or more other  
188 modes of transportation and have:

189 (i) Facilities for one thousand or more parking spaces;

190 (ii) Connections to bus and other transit systems;

191 (iii) Opportunity for community revitalization;

192 (iv) Opportunity for transit oriented development;

193 (v) Ease of auto, bus, bicycle and pedestrian access to the station  
194 facility;

195 (vi) Potential to attract sufficient riders to support additional  
196 express trains;

197 (vii) Operation under control of the state; and

198 (viii) Feeder bus services for passenger rail service;

199 (C) Facilitate use of the Long Island Sound Waterway for passenger  
200 and freight movement, including, but not limited to, bulkheading and  
201 dredging, upon removal of prohibitions imposed by federal law,  
202 expanding passenger facilities, including facilities at the Bridgeport  
203 Intermodal Facility, to support high speed ferry service and funding a  
204 feeder barge service at the Bridgeport Intermodal Facility; and

205 (2) In the I-84 Corridor TIA, as defined in section 13b-57d:

206 (A) Establish express bus services from New Haven to Bradley  
207 International Airport;

208 (B) Complete the New Britain to Hartford busway and establish  
209 other bus rapid transit or light rail service in Hartford and  
210 surrounding towns; and

211 (C) Expand rail passenger service on the Norwalk to Danbury-New  
212 Milford Branch Line to assist commuter movement on Route 7 and I-  
213 95; and

214 (3) In the I-91 Corridor TIA, as defined in section 13b-57d:

215 (A) Upgrade or construct maintenance facilities and parking  
216 facilities and upgrade feeder bus services for passenger rail service,  
217 particularly along the Metro North-New Haven Line; and

218 (B) Establish bus service or commuter rail service, as determined in  
219 the Hartford-Springfield-New Haven Implementation Study  
220 conducted by the department, that runs through New Haven, Hartford  
221 and Springfield, with a connection to Bradley International Airport;  
222 and

223 (4) In the I-395 Corridor TIA, as defined in section 13b-57d:

224 (A) Establish rail freight service with connections to the [port] Ports  
225 of New London, including State Pier, Bridgeport and New Haven to  
226 encourage their use as freight hubs;

227 (B) Expand the frequency of bus service, number of runs and  
228 connections within and outside of the region, particularly in and to  
229 Norwich and New London and acquire buses sufficient to add no  
230 fewer than two hundred seats; and

231 (C) Design and plan for traffic mitigation in southeastern  
232 Connecticut, including planning for the extension of Route 11 from its



233 terminus in Salem to the I-95 and I-395 intersect, with appropriate  
234 greenway purchases made in accordance with section 13a-142e, as  
235 amended; and

236 (5) In the Southeast Corridor TIA, as defined in section 13b-57d:

237 (A) Acquire rolling rail stock for the Shoreline East Railroad Line  
238 sufficient to add no fewer than one thousand seats;

239 (B) Make operational improvements to highways that improve the  
240 flow of traffic on I-95 and I-395; and

241 (6) State-wide:

242 (A) Improve and target marketing by the department of the Deduct-  
243 a-Ride program to all eligible employers; and

244 (B) Continue funding the Jobs Access Program.

245 (c) Any TSB project included in subsection (a) of this section  
246 requiring expenditures of more than one million dollars shall be  
247 accompanied by an economic development plan that specifies the  
248 projected economic development benefits of the transportation project  
249 to the TIA in which it is located and to the state and that provides for  
250 economic development projects that meet one or more of the following  
251 criteria:

252 (1) Are generated by the TSB project;

253 (2) Support the TSB project;

254 (3) Maximize the economic benefits of the TSB project; or

255 (4) Utilize the TSB project to maximize the economic benefits of such  
256 economic development projects.

257 An economic development plan shall not be required for any TSB  
258 project whose sole purpose is public safety.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>July 1, 2006</i>	New section
Sec. 2	<i>July 1, 2006</i>	New section
Sec. 3	<i>July 1, 2006</i>	New section
Sec. 4	<i>July 1, 2006</i>	New section
Sec. 5	<i>July 1, 2006</i>	New section
Sec. 6	<i>July 1, 2006</i>	New section
Sec. 7	<i>July 1, 2006</i>	13b-57h

***TRA***      *Joint Favorable C/R*

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